

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY Poland

REPORT

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SUBJECT 1. Warsaw-Okecie Civilian and  
Military Airfield  
2. Air Research Institute, Warsaw

DATE DISTR. 31 JAN 1960

NO. PAGES 1

REFERENCES RD

DATE OF  
INFO.PLACE &  
DATE ACQ.

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a report, as received, on the  
Warsaw-Okecie airfield, with a rough sketch map, and the air  
Research Institute in Warsaw.

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# INFORMATION REPORT INFORMATION REPORT

POLANDAIRWARSAW-OKECIE Civilian Military  
Airfield; Air Research Institute in  
WARSAW1. WARSAW - OKECIE Civilian Military Airfield:

The Military part of the airfield was used mainly for aircraft bringing more important Polish and foreign dignitaries and military persona. There had been no major alterations on this airfield since 1951-52.

2. Although night and day training took place at this airfield, there was not much activity there. During the daytime the aircraft took off as a rule one by one, and there was generally only one aircraft in the air. The pilots undergoing training sat round the airfield waiting for their turn. No formation flights were ever observed. At night training was done with no lights in the pilot cabin and landings were made with the aid of reflectors and movable lights arranged in the form of letter T.

3. Aircraft stationed on the airfield were LI -2 and IL -12 and 14. There were between 12 and 15 military aircraft all together on the airfield.

4. The perimeter of the airfield was approx. 9 km.


5. Following is key to attached sketch of WARSAW-OKECIE Airfield:

1. Concrete way round the a/f; width - enough for four cars travelling side by side.
2. Gate - the purpose of this gate might have been to safeguard level crossing of the line from WSK WARS S-OKECIE.
3. Airport, two-storey building. Airfield's radio station also located here.
4. Workshops, mainly for repair work; approx. 100 employed here.
5. Civilian hangar for 5-6 planes; planes which were to be repaired were kept here.
6. Area in which there were usually parked planes.
7. Runway. Exact dimension not known, but it is known that during the German occupation the biggest German planes started from here. Runway is wide. YAK type jet a/c started from here (old type) and they covered the entire length of the runway before being airborne.
8. Runway - narrower and shorter than 7. No jets have been observed starting from this airfield.
9. Runway - the shortest of the three.
10. OKECIE-BARKA railway station; the second line is for goods traffic to the Main Station in WARSAW.
11. Passenger traffic line
12. Military hangars - military aircraft type YAK 5 were parked here.
13. In this area there were usually about half a dozen military a/c parked. Both the hangar(12) and these aircraft were guarded by KB.
14. Fence
15. Military area
16. Fenced-in area, but there were some civilian houses in among the trees.
17. Small wood
18. Road leading from the military area to Ul. Swirki i Prigury in WARSAW.
19. Military barracks.....


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19. Military barracks
  20. Old fort surrounded by a moat, not in use.
  22. Road to airfield
  23. A number of buildings which belonged to the airport
  24. Residential houses, formerly military storehouses.
  25. Destroyed aircraft factory. There were plans to have this factory reconstructed but up to middle of 1957 no work was observed. After reconstruction the building was to have been used by the Air Research Institute.

6. Air Research Institute in WARSAW

- (a)  no research was done at the Institute on the development of the new type of ejection seat for jet aircraft.
- (b) No research was done on the use of parachutes for braking purposes on high speed jet aircraft.
- (c) The engine for the new training and sports aircraft, which is being developed at the Institute is a one star engine with the outside diameter between 120 and 150 cm. The engine had between 120 and 150 hp.
- (d) During the trials on the helicopter wing with jet engines fixed on the tips of the blades, one of the jet engines broke off and was lost. Study was made on the structure of the blades and experiments are being carried further.

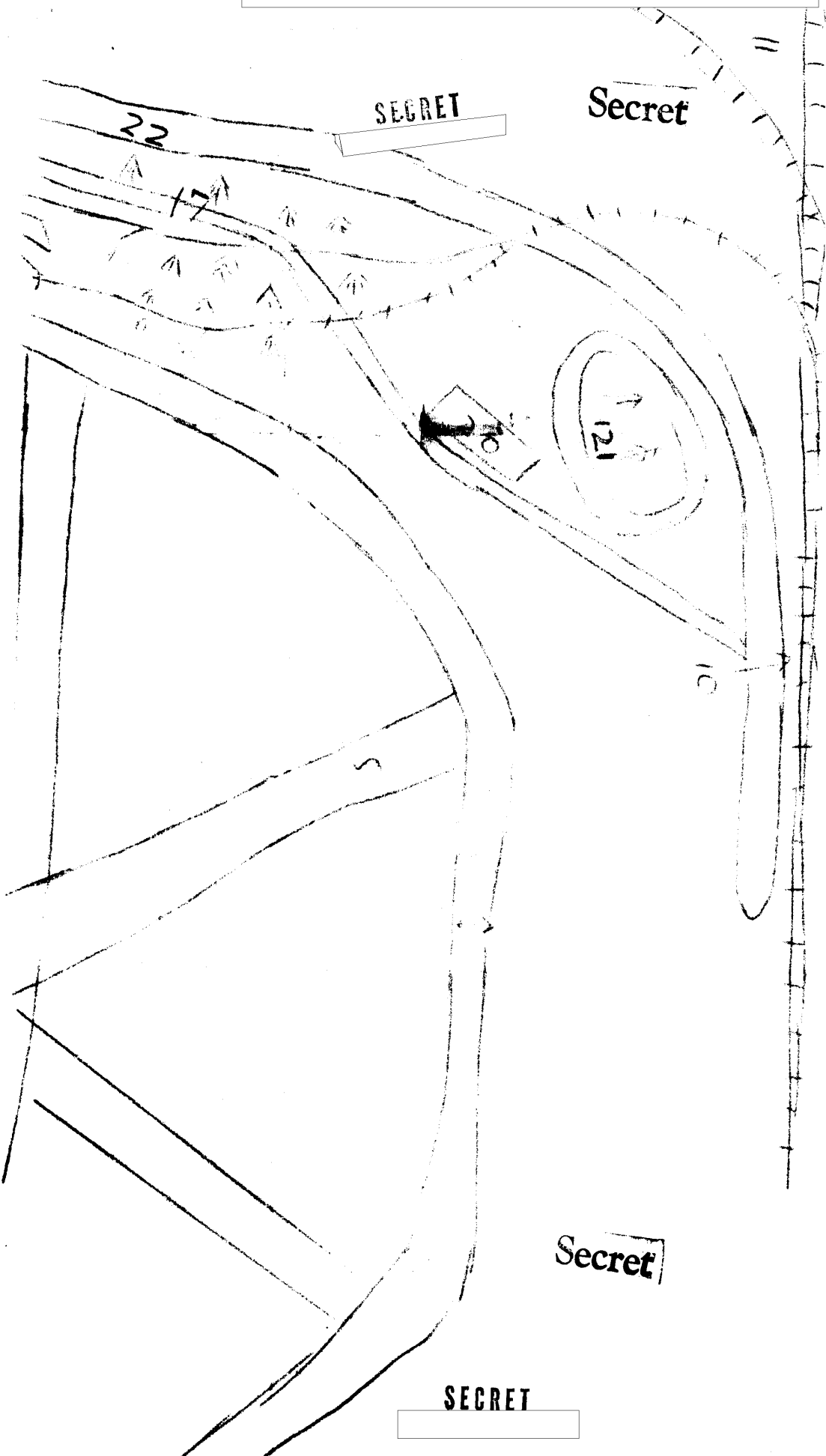
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